

Testimony of  
F. C. Turner  
Federal Highway Administrator

on

The Federal-Aid Highway Act of 1970

and

other related bills.

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Committee on Public Works.

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Mr. Chairman and Members of the Committee:

I appreciate the opportunity to be with you today, to discuss the extremely significant highway legislative proposals which you will be considering this year.

The basic concepts of the highly successful Federal-aid highway program originated with the Federal-Aid Road Act of 1916. Through the years, however, the size and scope of the highway program have been modified numerous times as needed to reflect changing needs and desires of the American public. The adaptability has been one of the strengths of the program.

The current Federal-aid highway program was shaped in large part by the Federal-Aid Highway Act of 1956, one of the most momentous pieces of public works legislation ever written. Fifteen years ago this Committee held hearings which conclusively demonstrated the need for a greatly expanded national highway program.

The time is approaching again for major policy decisions. To properly make these decisions, the issues must be identified and the advantages and disadvantages of alternative solutions weighed. Throughout this process, the community-wide objectives of a balanced coordinated transportation system that utilizes all modes to produce maximum transportation benefits for all categories of users at the least cost and which has the least adverse impact upon the environment must be kept in mind. To this end, the Office of the Secretary and the Federal Highway Administration are heavily involved in this task and expect to make extensive recommendations by early 1972.

We must also consider our highway needs within the framework of well-defined national goals. The goals which we have set are to provide a balanced transportation system that will (1) support other national interests, (2) give optimal use of environmental resources,

(3) result in economic efficiency, and (4) increase safety. To support these goals the Department has studies underway or planned in cooperation with the States. We are examining and analyzing our needs and alternatives and developing an overall transportation policy. When this is done, our future Federal highway policies can be developed as part of the overall national transportation policy.

I need not emphasize to this Committee the extent to which the Federal-aid highway program has continually been shaped over the years by the results of good, hard planning studies. The 1956 legislation which provided for financing the Interstate program was the culmination of nearly 20 years of planning activity on the part of Federal and State highway officials. This activity was a pioneering effort, as techniques and analytical capabilities were developed where none had previously existed.

The Congress has continued to insist on having the best available information in order to develop effective highway policy. As a direct result, we prepared and transmitted to the Congress, in 1968 and again this year, estimates of the likely magnitude of the future highway needs of the Nation.

Even as these estimates were being prepared, technological advances were greatly expanding our ability to evaluate the impact

of alternative highway program proposals as a key part of our future transportation investment. As a result, the Department of Transportation is now cooperating with the States in conducting a series of analytical efforts of unprecedented sophistication and depth. Findings from the highway phases of these analyses will be reported to the Congress in the 1972 Highway Needs Report, the third in the series of biennial reports called for by S. J. Res. 81, enacted in 1965.

Within the DOT multi-modal planning framework, the series of highway planning studies will have as its base the recently completed highway functional classification study, which has classified and grouped every mile of existing roads and streets in accordance with the traffic service and land access functions now provided. Incidentally, functional classification, which is basic to any determination of how highway funds should be spent, has often been conducted by individual States, but limitations on our ability to collect and evaluate huge volumes of data have always precluded functional analysis on a national scale.

Analytical efforts now being initiated will identify existing and probable future deficiencies on highway routes, and estimate the costs involved in correcting these deficiencies under a number of assumptions as to future population distribution, desired level of highway service, and usage of other modes of transportation.

Companion analyses will measure the dollar benefits which would be gained by highway users under each of the alternative program options. The dollar benefits would be derived from estimates of travel time savings, reduction in vehicle operating costs and decreases in traffic accident rates. These cost and benefit analyses, although modeled on engineering economy studies frequently performed for individual highway projects, will also be pioneer efforts on a national scale.

In addition to evaluating the effects of proposed highway policy on highway users, we recognize a need to measure the accompanying community impact of alternative public actions. Thus, the 1972 report will also present findings from a series of planning and research efforts covering such community-wide considerations as the relationship between transportation facilities and neighborhoods, recreational opportunities, land use development, noise and air pollution, and environmental enhancement.

The entire group of analyses, which are designed and conducted as a key element of a comprehensive Federal-State-local planning study of the future needs of all modes of transportation to be directed by the Secretary of Transportation, will greatly assist the Administration and the Congress in determining the appropriate Federal role, in establishing relative priorities for Federal action among

various modes of transportation and in identifying the most desirable program for each mode as elements within a complementary total transportation plan.

As these analyses for other modes of travel and non-highway investment alternatives are developed, this will permit comparisons between modes and between the various alternatives for investment of transportation funds.

Transportation policies of necessity must also be considered in light of other types of needs. We must consider environmental matters such as air pollution, aesthetics, noise, and urban dislocation and weigh each and all of these against the important goal of improved transportation itself.

The charge has been made that the Federal Government has devoted a disproportionate share of its financial resources to the improvement of highway transportation at the expense of alternative modes, such as public transportation, and particularly rail transit. In our view there has not been an excessive investment in highways in the past because the need was there and identified. "Imbalance" could be dispelled to a large extent through enactment of the Urban Mass Transportation Assistance Act of 1970.

All transportation demands must be considered in proper perspective, which means, among other things, relationship between modes. First of all, the question is not often one of alternative modes -- the

either-or philosophy -- but rather one of choosing complementary modes, particularly in urban areas. It is necessary to understand that there are two basic and distinct urban transportation problems which we are trying to solve: (1) The peak-hour congestion problem arising from commuter trips oriented to the Central Business District, and (2) the increasing demand for person, goods, and service trips throughout the entire day and night and throughout the entire urban area.

In the first problem, new assistance is being proposed through the Urban Mass Transportation Assistance Act which has passed the Senate and is now being considered in the House. This will greatly enhance public transportation, both bus and rapid transit. Thus, relief for the peak-hour commuter problem meets only a part of the total area solution -- albeit an important part -- since studies of a representative group of urbanized areas indicate that person trips to the CBD are in the range of 15 percent of the total trips in the area.

The objective of transportation -- by whatever mode -- is not to move automobiles, trucks, buses, railroad and subway cars, or airplanes, but to move people, and the goods and services they demand. And this demand is in turn predicated upon the degree of population density or distribution, which is a manifestation of land use policies. So long as the conversion of rural land to exurban, suburban, and urban development continues unabated, the population growth in the future will continue to become more dispersed. While some contend

this trend can or should be reversed in the future, as of now this does not seem to be a near-term prospect. One step toward reversing the trend would be a conscious decision to design federal programs which encourage States and communities to use maximum flexibility to meet their own growth patterns, desires and needs.

Existing and proposed rail transit systems and others that may follow them in major cities, will offer an attractive mode to substantial numbers of commuters who otherwise would use private transportation on highways, and hence these community and areawide endeavors are heartily endorsed by highway administrators. But the fact remains that a continuation of low-density development will create continued demands for highway transportation.

This brings us to the second basic urban transportation problem, the accommodation of trips throughout the metropolitan area where flexibility of routing and scheduling of the millions of trips is required. This implies a highway approach -- largely automobile with some support from highway public transportation such as buses. Here our existing highway program and our proposed urban transportation legislation have complementary roles. In urban areas of more than 50,000 or more population, 93 percent of all person trips at present are by automobile, 5 percent by bus and 2 percent by rail. And in the movement of goods and services, virtually all travel within urban areas occurs by highway vehicles.

Moreover, as noted, a majority -- between 85 and 95 percent -- of these automobile trips are not CBD oriented but are spread throughout the length and breadth of the area, simply because of

the wide dispersal of origins and destinations and purposes of trips. With dispersal of activities increasing and density of population, as shown by Census figures, consistently decreasing as metropolitan area population grows, the "spread" pattern of trips might even become more predominant.

While Federal assistance to highway development has to some extent brought about an increased demand for highway trips, it has also assisted the States and local governments in trying to cope with this demand. In 1921, before we had become an auto-dominant society, there were 3.2 million miles of roads and streets in the Nation. By 1968, the total had reached 3.7 million miles, most of the increases occurring in the areas that are becoming urbanized as metropolitan areas expand with population growth.

Had we not been applying ourselves through the road improvement program to increasing the network's capability to respond to growth in accessibility demanded by the growth in our population and the desires of our society, then we could have had a serious transportation problem today that would have reduced society's mobility. Our mobile society is completely dependent upon freedom of movement being available to every citizen. This present freedom creates a tremendous demand for transportation to bring goods and services to every individual. We need more -- not less -- transportation capability. Our road and street network is one critically important supplier of this needed service.

Studies of past and future total transportation needs indicate that highways will remain the major carrier in most situations, thus improvements to our street and highway system cannot be appreciably diminished at this time. We need more transportation of all modes to permit us to realize the stated goals we have set for an improved quality of life for ourselves and our future generations.

In the urban areas much of this need can be -- in fact must be supplied through improved mass transportation. Some of this will be via rail, but a great deal of this is expected to be furnished by bus-type vehicles moving on the existing or planned road and street network.

A majority of this mass transit is already being provided exclusively by buses in all but the largest metropolitan areas, and therefore, the highway programs are helping cities to meet their public transportation needs. Highways are being made to help provide improved bus rapid transit through the use of exclusive bus lanes or preferential use on freeways during peak hours. Emphasis on our fringe parking demonstration projects and the TOPICS program can aid in providing better bus transit on existing streets by providing bus bays, left-turning lanes, channelized intersections, traffic signal synchronization to speed travel times, and other devices.

Since President Eisenhower signed the Federal-Aid Highway Act of 1956 the Nation's highways have carried more than 11 trillion vehicle miles of transportation. Highway users are currently adding to total travel at a rate of well over one trillion vehicle miles per year.

Urban areas have become heavily dependent on highway transportation. In urban areas of more than 50,000 population, 98 percent of all person trips and 97 percent of all person miles of travel are by highway vehicle. In the smaller urban areas the proportion of all travel carried by highway is even larger.

In intercity travel for 1969, of 1,130 billion person miles of travel, 977 billion or 86 percent were by automobile and an additional 26 billion or 2 percent were by bus, for a total of 1,003 billion person miles of travel by highway. Air travel was second with 111 billion passenger miles or about 10 percent of the total. Thus, 88 percent of all intercity travel was by highway.

Highways are particularly important in the distribution and movement of goods. Nearly every product manufactured, mined or grown in the United States travels over highways at some point, and highways provide virtually all final deliveries to consumers.

Virtually all movement of goods within urban areas is by truck. While the portion of intercity movement provided by highway transportation is not as overwhelming as in the case of persons, it is

still a very large quantity, larger than many realize. Out of a total of some 1,850 billion ton miles of goods moved in 1968, 430 billion or about 23 percent were movements by truck. Rail movement, with its longer haul distances accounted for 41 percent, however, the value of truck transportation is considerably greater in proportion. In 1968 carriers regulated by the Interstate Commerce Commission showed \$11.7 billion of truck revenue, or 50 percent of all revenues, compared to \$10.5 billion or 45 percent for rail. Adding in the cost of goods movement by private carrier, of the total freight transportation "bill" of \$75 billion, \$55 billion or 73 percent is accounted for by movement by truck. During the 1956-1969 period more than 4 trillion tons of commercial freight were moved by highway.

Time in transit is a vitally important consideration for freight shippers and receivers in selecting the mode of transportation they will use. Fast transit and flexibility of trucks enable receivers to cut inventories, reduce warehouse space requirements and more easily handle emergency shortages. The characteristics of speed and flexibility account for truck transportation's phenomenal growth.

We also need to look at the place highways occupy in the economy of the Nation. Highway transportation at a 1968 level of \$142 billion accounted for 83 percent of all transportation costs in the United

States, and 16 percent of the gross national product. These figures indicate that highways are truly the workhorse of our transportation capability.

A major factor underlying the choice of mode -- for business or personal trips sensitive to such a choice -- is traveltime, or more precisely the value placed upon timesavings. For trips over 300 miles in length, increasing volumes can be expected to be carried by the airways, both person trips, and high-value or perishable product and commodity trips for which time is an essential factor. At the other extreme most person trips of one-quarter mile or less in length will be made on foot, and many of the new satellite communities are being designed in circular fashion with central cores of shopping and other community services to encourage short pedestrian trips, without automobiles, but these represent only a minute fraction of the total transportation picture.

Apart from transportation requirements served by waterways or pipelines, it can be expected that for intermediate trip lengths (from 1 to 300 miles) the greatest reliance will be placed upon highway and motor vehicle transport together with fixed rail systems. The latter systems hold out great promise for longer trips in dense traffic corridors. Fixed rail systems, either surface or subway, also hold promise in our largest and most densely developed metropolitan centers as a means of relieving congestion and hence reducing

traveltime for commuting trips during peak hours, and particularly those destined for the central business districts.

Even with the most favorable possible trends in usage of other modes, however, there will remain a tremendous volume of trips that cannot be accommodated by air, by fixed rail, or by foot. These will be highway trips. They may be served by modern high-speed bus transit systems, perhaps operating during peak hours on exclusive bus lanes, or they may be served by the use of private or for-hire vehicles, but in either case the trips will be highway trips.

Motor vehicle travel is expected to increase 50 percent in the next 15 years, just as it has doubled itself in each of two preceding similar time intervals. Much of this expected increase is attributable to population growth, and most of that growth will occur in urban areas. With 70 percent of the population today, urban areas are expected to contain 80 percent by 1985.

Projected urban growth will require a greatly expanded urban highway program. Over 85 percent of all trips in urban areas have either their origin or destination, or both, at home. This determines the family's mode of travel. The highway system needed to provide the flexibility of travel to and from home also frees from restrictions of location many kinds of business, industrial and recreational activities.

Even in the most highly developed areas of the Nation, the need for highway improvements shows no signs of slackening. A recently-completed multi-modal analysis conducted by units of the Department of Transportation dealt with future prospects for intercity passenger transportation improvements in the Boston-to-Richmond Northeast Corridor. The report concluded that auto transportation would continue as the strongly dominant mode, at least through 1980, regardless of the improvements which can feasibly be made to other modes. It said highways would

carry 4 times the number of passengers of all other modes combined. These studies, however, also indicate that improvements of other modes in the corridor would serve a highly beneficial public purpose.

Since 1956 nearly \$67 billion of taxpayers' funds have been invested by Federal and State agencies on Federal-aid system improvements. By 1979, when the Interstate System will be essentially complete, this figure will approach \$120 billion, assuming extension of all programs at current rates.

Though expenditures for Federal-aid highway programs seem staggering, I believe that they are dwarfed by the magnitude of benefits returned to taxpayers and users as a result of the improved highway network. I would like to dwell on some of the principal types of highway program benefits.

Many benefits of highway transportation to the social and economic structure of the Nation are literally beyond measure, although some classes of benefits, such as increases in land values because of better accessibility, can be quantified. Other very real benefits such as increased job opportunities of industrial and commercial activity, wider choice of residence, easier and quicker access to parks and recreational and cultural centers, and the improvement of effectiveness of such facilities and services as schools, hospitals, and churches, all add up to what can be termed improved quality of life.

Judiciously planned highway improvements can assist communities to achieve desired growth patterns. The comprehensive urban transportation planning process required first by Federal-aid highway legislation has been a major step toward effective land use and the most effective transportation planning process the Nation has ever known. States and local governments are now having to consider their future land use in terms of its impact on transportation facilities, and evaluate proposed transportation facilities in terms of likely impact on land use. In this framework, highway projects can continue to be utilized as a positive force in achieving desirable social and environmental goals.

Desired future facilities are often attained through use of the concepts of joint development and multiple land use. The use of these practices is increasing as communities see how other needed public and private facilities can be provided with minimum social and economic costs.

Many major non-highway structures using highway rights-of-way are regularly being authorized. In 1969 such structures included office buildings, community facilities, shopping plazas, airport

runways, markets and restaurants. In addition, hundreds of non-structure uses were authorized to share the highway right-of-way. These projects will result in providing needed community facilities, including parks, playgrounds and parking areas.

Highway improvements stimulate desired economic growth in specific areas where growth has lagged. It has been demonstrated that completion of key routes in Appalachia and other regions in need of economic growth will attract industrial development to the area, thereby providing employment to local citizens and raising the living standard of the region.

Highway improvements have been shown to play a significant role in opening up previously inaccessible land needed for development to serve the expanding population. Many hundreds of documented case studies have demonstrated how land adjacent to improved highways increases tremendously in value. This knowledge has been put to use in planning for the development of new towns and new kinds of communities.

Improved highways enhance the enjoyment of national parks, national forests and all types of scenic and natural resources by making them more accessible to more people. In fact, without our improved highway network, most of these recreational opportunities could not be reached and enjoyed by our citizens.

We are extremely proud of the fact that the Federal-aid highway program is the first national public works program in history to provide the means by which displacees are guaranteed adequate housing in replacement from their existing homes. This ability, of course, is due entirely to progressive legislation developed by the Public Works Committees and enacted by the Congress in 1962, 1966 and 1968.

We are completely in accord with the intent and the provisions of the 1968 Federal-Aid Highway Act which authorized unprecedented special compensation features for highway displacees. Even more, the current policy of the Department of Transportation is that no transportation project of any kind will be approved if it involves the dislocation of people unless and until decent, safe and sanitary housing has already been built or provided for. This policy is a humane one that is aimed at rectifying a long-existing inequity which asked a few to carry a disproportionate share of the burden.

The benefits of the relocation assistance program to individuals are two-fold. First, in some cases, the substantial additive payments enable a home owner or tenant to substantially upgrade his quality of living from substandard to standard. The second benefit is derived from guidance and counseling provided as needed in such areas as finance, legal, education, health and other social fields

The community itself benefits by replacement of substandard housing with housing that is decent, safe and sanitary and fit for human habitation. The economic well-being of the community is thereby strengthened.

Because of the obvious success of the highway relocation assistance program enacted in 1968 it has served as a model for the government-wide program now being considered by the Congress. This speaks well of the diligence and care with which the States have begun to implement the expanded assistance program, as well as the soundness of the precepts developed by the Congressional Committees in 1968.

There are other tools through which Federal-aid highway projects can benefit the community at large. In recent years we have identified and developed many ways to provide features as an element of improved highways which also serve to stimulate public transportation by buses. The objective of this activity has been to promote the most efficient use of the public investment in urban highways to move people. This is not limited to those who travel by private automobile, but also those who use bus transit. This expanded emphasis yields better utilization of financial, physical and human resources. The Urban Mass Transportation Administration and FHWA are working closely together to find new and even more effective ways to increase the "people-carrying" capacity of urban streets and highways.

Improved highways make possible improvements in many other public services, including mail delivery, school bus routing, police and fire protection, and church location, all of which make the quality of living a little better.

Improved highways result in a number of additional desirable social consequences. For instance, highway improvements reduce the need for changes in travel speeds and permit higher average speeds. This in turn greatly reduces the emission of air pollutants and the production of noise, making the improved highway a better neighbor. It should be emphasized that highway improvements substantially reduce the amount of air pollution from automobiles in ratios from 4 to 10 times.

Also, each Federal-aid highway project is made visually and aesthetically pleasing, either through application of programs authorized in the Highway Beautification Act of 1965 or by use of regular project funds to provide landscaping, roadside rest areas, erosion control features and other items which reflect the growing awareness of the need to protect the highway corridor, and to blend the highway into the existing landscape. These are only examples of the increasing efforts to preserve and enhance the average American's principal view of his country. We feel that the view from the highway is fully as important as the view of the highway.

All of the highway program benefits I have mentioned show quite clearly that the social and community effects of highways are being recognized by their planners and builders. We see no inconsistency at

all in endeavoring to provide swift, safe and efficient movement of people and goods within the framework of a physical and social environment which serves the American people and their concern over the quality of life in this country.

The opportunities and the benefits to be attained by this approach are extensive. Highway projects frequently produce such incidental benefits as the provision of new park and recreational facilities of many kinds, and access to all others; the improvement and upgrading of housing and the provision of decent, safe and sanitary homes for many Americans who may never before have enjoyed such facilities; the preservation of historic sites; the unearthing of artifacts of past civilizations; the construction of rest areas and scenic overlooks; landscaping, beautification and scenic enhancement. Highway projects also include eradication of rodents, control of erosion of all sorts, the prevention of siltation of our streams and lakes, and control of noise and air pollution. They may well include added costs for desirable features, such as depressed roadways or aesthetic treatment of structures, and desirable right-of-way features, such as buffer zones and wider medians, all of which are provided for environmental reasons.

The social and environmental features of the Federal-aid highway program are extremely important. However, these features would not by themselves account for the popularity of the Federal-aid program with highway users.

Statistics show that the Federal-aid system routes are by far the most heavily used highways. For instance, the 42,500-mile Interstate System which represents only about 1 percent of all road and street mileage, will carry when completed about 25 percent of all highway travel. All Federal-aid routes combined amount to less than one-fourth of total nationwide highway mileage, but they currently carry about two-thirds of all travel.

Federal-aid highways are popular with highway users because they offer significant benefits in terms of increased safety, reduced vehicle operating costs, travel time savings, and greater driver comfort and convenience.

To illustrate the magnitude of highway user savings resulting from Federal-aid **expenditures**, an estimate was made of benefits returned to Interstate System users from 1956 to the estimated completion date of the late 1970's. If the value of saving an hour of travel time were worth \$1.50 to auto passengers, the total benefits from improvements in time, safety and operating costs amount to over \$273 billion. If time saved were valued at \$3.00 per hour, which is closer to the nationwide average wage, about \$438 billion would be returned to Interstate users by the time the System is complete. Even if auto drivers and passengers felt their time was absolutely valueless, accrued savings would amount to about \$107 billion, which is still a good deal more than the estimated \$70 billion total cost of the Interstate System.

We consider that the most important user benefit is increased highway safety. Safety has been a primary objective of the highway program from its earliest days. The recent Departmental reorganization involving the National Highway Safety Bureau left with the Federal Highway Administration full responsibility for all safety efforts involving highway facilities.

In 1969 the number of traffic deaths rose to a new high. But the fatality rate -- the number of deaths per 100,000,000 vehicle miles -- in this Nation is among the lowest in the world. The fatality rate has shown a steady decline from 17 in 1925 to about 5-1/2 in the 60's.

The substantial improvements to the road system brought about by the Federal-aid highway program clearly contribute substantially to lowering the fatality rate. Highway safety considerations in this program are multi-faceted and distributed throughout the planning, location, design, construction and operation of our highway facilities.

The States and FHWA are now devoting a significant portion of total highway program efforts to increasing highway safety. In recent years the total pool of funds applied to the safety area has been steadily increasing. Because of technological advances many of today's accepted safety tools were not even contemplated ten years ago.

It is extremely difficult to accurately estimate the total highway resources being applied to safety improvements. Some activities, such as railway grade crossing improvements, may be undertaken for the express purpose of improving safety. Other highway features may contribute to added

safety as well as reduced operating cost or some other economic benefit. Rather arbitrary assumptions must be made in order to isolate the safety investment level represented in these multipurpose projects because safety considerations enter into all criteria governing the program.

The best available estimate is that very nearly one-fourth of all Federal-aid highway program expenditures are devoted to projects or roadway elements solely to increase highway safety. In terms of total Federal program authorizations for FY 1970 the total amount devoted to safety improvements is about \$1.3 billion.

As a result of these expenditures many highways are improved. Traffic using these improved sections will experience fewer accidents than would have happened had the improvements not taken place. This has been demonstrated time and again in all parts of the country.

It is possible to develop statistics which estimate the likely reduction in traffic fatalities, personal injuries and dollar costs resulting from improved highways. These statistics are based on actual case studies of various types of safety improvements taken from all parts of the country.

Statistics continue to show that the Interstate System is far superior to other highways in terms of safety. The fatality rate on completed Interstate facilities, expressed in terms of deaths per

hundred million vehicle miles traveled on the System, is just about half the rate on other heavily-traveled roads. In fact, for every five miles of Interstate highway opened to traffic an average of one fatality will be avoided each year. When the entire 42,500-mile System is complete it will lead to an annual reduction of 8,000 fatalities, year after year.

Evaluating the total safety benefits derived from the full group of Federal-aid highway programs yields similar results. The total one-year returns from all Federal-aid projects opened to traffic in 1970 will include about 850 fatalities avoided and nearly 28,000 personal injuries averted. These benefits will also continue to roll in each year that the projects serve traffic.

Between July 1956 and March 1970 a total of \$43.8 billion of Federal funds was obligated for all improvements on Federal-aid routes. A conservative estimate is that resulting safety benefits returned to the American public will amount to about 131,000 fatalities and 3,300,000 personal injuries avoided during the effective life of projects completed during this period.

We continue to seek new improvements through research. Many research findings offer high potential immediate payoff if widely adopted. We have established a Research and Development Demonstration Projects Program in Region 15 to promote the utilization of research results. The program is concentrated in these major categories:

reduction in traffic congestion; social, economic, and environmental factors; improved system durability, cost reduction, and structural safety.

In this discussion I have only begun to indicate the many contributions of the Federal-aid highway program. We have made considerable progress since 1956, and the American public has as a result received an enormous package of benefits in terms of a better quality of living brought about by improved surface transportation.

I would like now to briefly cover highlights of the means by which these benefits are delivered to the public -- the Federal-aid highway program. Various statistical tables attached to this report summarize program progress since 1956, when the current program was initiated. My remarks will refer to these tables.

Progress since 1956 has been good. Nearly 30,000 miles of the 42,500-mile National System of Interstate and Defense Highways are now open to traffic, and construction is underway on another 4,850 miles.

About 70 percent of the system was open to traffic as of March 31, 1970. Only 4 percent had not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 27,975 on March 31, 1969, to 29,906 as of March 31, 1970. Thus mileage open to traffic was increased by 1,931 miles during the 12 month period.

The Interstate System will be the Nation's key highway network, serving both civilian and defense needs, and carrying nearly 25 percent of all traffic. Projects are planned to accommodate adequately the traffic anticipated 20 years beyond their design period.

Of the nearly 30,000 miles of the Interstate System in use by motorists 24,506 miles meet the standards of adequacy for future traffic, and 3,089 miles are fully capable of handling current traffic but will need additional improvement to bring them up to the ultimate standards. Toll roads, bridges, and tunnels incorporated in the system, as permitted by law, total 2,311 miles.

Most of the mileage now open, exclusive of toll facilities, was built or improved under the Federal-aid Interstate program (90

percent Federal, 10 percent State) launched in 1956. Some of it, however, was financed before 1956, under other programs, but in many cases with Federal aid.

In addition to the sections open to traffic, 4,850 miles were under construction as of March 31, 1970, and engineering or right-of-way acquisition was in progress on another 5,997 miles. Thus some form of work was underway or completed on 40,753 miles of the 42,500-mile system -- about 96 percent of the total.

There is one minor deficiency on some of the sections constructed early in the program; some few of the overhead structures built at that time do not provide the full 16-foot vertical clearance desired by the Department of Defense. We have studied this situation and find that we can provide a 26,000-mile nationwide connected network of 16-foot routes by increasing the vertical clearance of only 350 structures. We expect, in the interest of national defense, to make a start on this program during the coming fiscal year.

The status of the Interstate System as of March 31, 1970, is shown on the accompanying map (exhibit 1-1), and in detail in exhibit 1-2. In summary the status is as follows:

Mileage improved and open to traffic:	
Completed to full or acceptable standards:	
With Interstate funds .....	24,506
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds .....	3,089
Toll facilities .....	<u>2,311</u>
Total mileage improved and open to traffic .....	29,906
Mileage under construction .....	4,850
Preliminary engineering or right-of-way acquisition under-way .....	<u>5,997</u>
Total mileage improved or work underway .....	<u>40,753</u>

Some \$39.69 billion has been put to work on the Federal-aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956, has cost \$28.73 billion, of which \$23.60 billion was for construction and \$5.13 billion for engineering and right-of-way acquisition. As of March 31, 1970, work estimated to cost \$10.95 billion was underway or authorized, including \$7.35 billion of construction and \$3.60 billion of engineering and right-of-way acquisition. Interstate financing data are reported by States in exhibit 1-3.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extension for which \$1.425 billion was apportioned for fiscal year 1971 has also shown considerable accomplishment with \$27.78 billion worth of work involving 252,600 miles of construction contracts completed or underway.

Construction contracts involving 237,943 miles of primary and secondary highways and their urban extension were completed since July 1, 1956 at a cost of \$21.30 billion. Contracts involving 14,658 miles at a cost of \$3.95 billion were underway on March 31. In addition, \$1.71 billion of engineering and right-of-way acquisition work had been completed and \$818 million worth of such work was underway. The primary-secondary-urban program is financed by the Federal Government and the States on an equal-share basis. Data are reported by States in exhibit 1-4.

Thus, since 1956 over \$67 billion of highway user payments have been invested by Federal and State agencies on Federal-aid system improvements.

The Highway Trust Fund was established by the Highway Revenue Act of 1956, and the revenues accruing under the provisions of the Act are dedicated to the financing of Federal-aid highways. Also, the Federal-Aid Highway Act of 1956 provided for completion in 1972 of a 41,000-mile National System of Interstate and Defense Highways.

Each of these two Acts has been amended or supplemented several times since 1956. Additional revenues have been provided for the Trust Fund. Annual authorizations have been increased for both the ABC and Interstate programs, and the Interstate program has been extended to 1974.

Apportionments for the fiscal year 1971 were made on December 15, 1969, as shown by States in exhibit 1-5.

All appropriations for the Federal-aid program are made from the Highway Trust Fund rather than the General Fund, and the program is therefore geared to the Highway Trust Fund income capability. Sources of Trust Fund revenues and the current tax rates are shown in exhibit 2-1.

Highway Trust Fund revenues totaled \$4.690 billion during the fiscal year 1969. As shown in exhibit 2-1, about 68 percent of Trust Fund revenues accrue from the 4 cents per gallon tax on motor fuel and about 31 percent of the revenues come from the various taxes on vehicle and automotive products. In fiscal year 1969 about 1 percent of the revenues came from interest earnings.

Highway Trust Fund revenues, expenditures and balances are shown in exhibit 2-2 for each of the fiscal years 1957 through April 30, 1970. Revenues totaled \$46.380 billion during this period, and expenditures totaled \$43.980 billion. The Trust Fund balance on April 30, 1970, was \$2.400 billion.

Funds have been apportioned and made available to the States for the fiscal years through 1971, as shown by the stairstep line in exhibit 2-3. The projection of authorizations through the fiscal year 1975 covers the Interstate program as authorized by the

Federal-Aid Highway Act of 1968, totaling \$50.6 billion in Federal funds, plus continuation of the Federal-aid primary, secondary and urban programs, the Traffic Operations Program to Increase Capacity and Safety (TOPICS), the rural primary and secondary program, the advance acquisition of right-of-way program and the emergency relief program in amounts authorized by the 1968 Act.

Progress of the program through March 31, 1970, is reflected by the shaded area to the left in exhibit 2-3. Projections of obligations, revenues and disbursements through the fiscal year 1975 are shown in exhibits 2-3 and 2-4.

Highway Trust Fund revenues accrue through September 30, 1972, under present legislation, and are estimated to total about \$59.9 billion by that date. Expenditures through the fiscal year 1975 are estimated to total about \$73.4 billion to liquidate apportionments for 1975 and prior fiscal years.

Under present legislation the estimated revenues accruing to the Trust Fund through September 30, 1972, when the fund is scheduled to terminate, are adequate to cover only the Federal-aid highway funds totaling about \$57.3 billion that have been apportioned to date for the fiscal years through 1971 plus a part of the 1972 authorization. Unless additional revenues are provided, the fiscal year 1972 apportionment, which must be made on or before next January 1, will consist only of ABC, TOPICS and rural primary and secondary funds plus about \$1.1 billion of the \$4 billion Interstate authorization. About \$2.9 billion of the 1972 Interstate authorization could not be apportioned under present legislation.

On September 4, 1969, President Nixon directed a 75 percent reduction in new construction by the Federal Government and urged the States and local governments to follow the example of the Federal Government by cutting back temporarily on their own construction plans. The President's stated objective was to reduce the upward pressure on the cost of construction and to channel more of the construction industry's productive capacity into housing.

On March 17, 1970, the President terminated his request of last September for voluntary curtailment of Federally assisted State and local construction activity. As a result, all States may now proceed to make full use of the Federal-aid highway funds totaling \$5.084 billion that have been released for obligation during the fiscal year ending June 30, 1970.

The ceilings on Federal-aid highway funds available for obligation during the year do not affect the fiscal year apportionments authorized by Federal-aid highway legislation nor the availability of revenues in the Highway Trust Fund. The funds apportioned to the States but not obligated during a year are carried forward and remain available for obligation in later years. Revenues accruing to the Highway Trust Fund and not required for current expenditures are invested by the Treasury Department in public debt securities, and remain available to the credit of the Trust Fund for making payments to the States at a later date.

Interest earnings totaled \$191 million through fiscal year 1969, and these earnings have accrued to the credit of the Trust Fund. The

current interest rates on Highway Trust Funds invested in U.S. Treasury Certificates of Indebtedness are 5-3/8 to 6 percent. Interest earnings totaled over \$53 million during the first three quarters of this fiscal year.

The preceding discussion indicates that the Federal-aid highway program has been progressing at a satisfactory rate since 1956.

Turning now to more specific program areas, the Federal-Aid Highway Act of 1968 contained many important new program provisions. I would like to review briefly the status of implementation of some of the more significant provisions of the Act.

1. Advance Acquisition of Rights-of-Way

The Federal-Aid Highway Act of 1968 established a revolving fund for the advance acquisition of rights-of-way by the States. An appropriation was authorized of \$100 million in each of the fiscal years 1970, 1971, and 1972 to provide working capital in the revolving fund.

The revolving fund was intended to provide to the States added funding to permit the acquisition of rights-of-way several years in advance of actual highway construction. This procedure is designed to facilitate orderly project planning, to reduce potential inflationary pressures on the cost of rights-of-way and to aid in relocating individual property owners. Experience to date has confirmed the value of the revolving fund approach.

As of April 30, 1970, a total of 12 States had been allocated \$14.3 million from the revolving fund.

## 2. TOPICS

The Federal-Aid Highway Act authorized the establishment in each State of an urban area traffic operations improvement program and authorized specific appropriations of \$200 million for each of the fiscal years 1970 and 1971. This program known as TOPICS, is intended to make better use of existing urban highway facilities through the application of traffic engineering techniques. As a result urban congestion is relieved and safety improved.

As of March 1, 1970, approximately 300 local urban jurisdictions were formally engaged in TOPICS activity. Much of this effort involved areawide planning and preliminary program and project development. Projects totalling \$26 million in total cost have been approved. It is anticipated that most States will have actual improvement projects underway during 1970.

### 3. Fringe Parking Facilities

The 1968 Act also authorized a demonstration program for the development of parking facilities outside the central business districts of urbanized areas. Regular Federal-aid urban funds are available for financing fringe parking projects.

A fringe parking demonstration project involving Federal-aid funding is under construction near Woodbridge, New Jersey. Another is in the planning stage in West Hartford, Connecticut. No other States have proposed a fringe parking demonstration project to date. Several States have pointed out that the limited pool of Federal-aid urban funds is committed to regular highway improvement projects years in advance of the availability of apportionments.

### 4. Additions to the Interstate System

Section 14 of the 1968 Act authorized a 1,500-mile increase in the designated mileage of the Interstate System, to improve the

efficiency and service of the System. The States proposed and recommended System additions totalling more than 11,000 miles. The most urgently needed routes were selected from this group, and an allocation of 1,472.5 miles was made to 28 States in December 1968. The remaining 27.5 miles are held in reserve to make future minor System adjustments as needed.

Section 16 of the Federal-Aid Highway Act of 1968 authorized the designation of completed freeways on Federal-aid primary system routes as Interstate highways. These sections are not chargeable to the mileage authorized for the Interstate System and are not eligible for modernization or reconstruction with Interstate funds. As of March 30, 1970, about 80 miles of routes had been designated as Interstate under this provision.

##### 5. Functional Highway Classification Study

The 1968 Act specifically required that results from a nationwide functional highway classification study be reported to Congress in 1970. Subsequently, the States and FHWA conducted a functional classification of all roads and streets as of December 1968. Preliminary results of this survey were presented in the 1970 Biennial Highway Needs Report, submitted to the Congress earlier this year. Final results have now been evaluated and will soon be reported to the Congress.

## 6. Equal Employment Opportunity

The Federal-Aid Highway Act of 1968 requires that all employment connected with the Federal-aid highway program be provided without regard to race, color, creed or national origin. Subsequent to the enactment of this provision each State submitted required assurances under which State equal opportunity programs are being developed so that more minority group workers will obtain employment in the skilled categories involved in highway construction. Guidelines to assist in the development of State programs have been provided by the FHWA.

Minority group contractors of all types, including consultants and research engineers, are finding greater opportunities in the highway industry. Primary contractors and subcontractors have undertaken contractual obligations to actively seek the employment of minority group subcontractors. The FHWA has taken affirmative steps to interest minority contractors in bidding on direct Federal projects.

Considerable emphasis has been placed upon the necessity for locating and training minority group workers so that employment opportunities in the skilled trades will be available to them. The FHWA, in cooperation with the Associated General Contractors, the American Road Builders Association, and State highway departments, has encouraged the establishment of skill improvement training programs

throughout the country. Several unions have also been instrumental in this endeavor. Many contractor association training programs have been approved by the Secretary of Transportation as an appropriate means to enhance the minority worker's opportunities in the highway construction industry.

#### 7. Highways in the District of Columbia

The 1968 Act specified that work should commence within 30 days on four specific Interstate projects in the District of Columbia, namely: (1) Three Sisters Bridge, (2) Potomac River Freeway, (3) Center Leg of the Inner Loop, and (4) East Leg of the Inner Loop. The Secretary of Transportation was also directed to report to the Congress within 18 months his recommendations with respect to all other unbuilt Interstate routes.

The Department of Transportation report was submitted to the Congress on February 22 of this year, in compliance with the requirements of the Act. It was reported that preliminary work was underway on the four projects specifically mentioned, although complicated by litigation and unusually complex social and environmental con-

siderations. The Department of Transportation and the Government of the District of Columbia have also submitted recommendations to the Congress with regard to construction on the remaining elements of the District's portion of the Interstate System.

#### 8. Bridge Inspection

The Federal-Aid Highway Act of 1968 provided for the establishment of national bridge inspection standards and development of a training program for bridge inspectors.

Since the enactment of this provision FHWA has been cooperating with AASHO and the Consulting Engineers Council in the development of a national bridge inspection standard. In the near future this proposed national bridge inspection standard will be published in the Federal Register, largely based upon the inspection guides and procedures contained in a bridge inspection manual recently adopted as an AASHO publication.

A program to train appropriate employees of the Federal and State Governments to carry out bridge inspection is being prepared by the Bureau of Public Roads in cooperation with representatives of the AASHO Maintenance Committee. The first regional symposium will be

conducted in August 1970. It is expected that all regional symposiums will be completed by early 1971. Each State highway department will then conduct training courses for State and local bridge inspectors on a continuing basis.

#### 9. Relocation Assistance

Perhaps the most significant feature of the Federal-Aid Highway Act of 1968 was the provision of a highway relocation assistance program of a scope and magnitude unprecedented among public works programs. This Congressional action indicated growing concern for the welfare of individuals, families and businesses required to relocate because of Federal or federally assisted highway program activity.

I can report complete support for this program from all Federal and State highway officials. The States are making good progress in complying with the provisions of the 1968 Act, as summarized below.

A total of \$18,303,267 in relocation assistance payments was made for the period from October 1, 1968, through December 31, 1969.

During that period, 27,516 dwellings were displaced by Federal-aid highway projects, involving 79,957 individuals who were relocated into equal or better dwellings. Also displaced were 298 farms, 4,539 businesses, and 189 nonprofit organizations.

Of the individuals displaced by highway construction, approximately three-fourths were white. Owners and tenants were about equally divided.

As might be expected, 80 percent of all residential displacements took place in urban areas, with 20 percent in rural areas.

About one quarter of the housing displaced involved the lowest valued housing, about half was in the middle range housing, and approximately one-quarter involved higher-priced housing.

During the 15-month period, approximately \$4.87 million of residential moving cost payments were made, averaging \$192 each.

Comparable business payments totaled \$6.37 million, averaging \$1,651. Farm payments accounted for \$120,174 and averaged \$433.

Replacement housing payments, or additives to fair market value, were made to 2,085 owner-occupants during the period, involving 6,658 individuals and over \$4.84 million, with the average being \$2,324 each.

Comparable payments were made for 2,129 rental units during the same period, involving 5,979 persons and more than \$1.6 million. The average payments were \$722.

July 1, 1970, is the statutory deadline for State compliance with the relocation assistance provisions of Chapter 5 of the Federal-Aid Highway Act of 1968.

Forty three States and the District of Columbia have indicated they can legally comply with the provisions of the 1968 Act. Four States have complied with the 1968 Act by agreements for advance of Federal-aid funds, retroactive to August 23, 1968, the effective date of the 1968 Act.

Now that I have reviewed the benefits and progress of the highway program, I would like to address myself to the draft legislation which the Department has submitted.

We propose to extend the Interstate System authorizations through fiscal year 1976 and increase the existing authorization for fiscal year 1974 in order to provide additional funds to move toward completion of the system. Even with this increase the total authorizations provided in our bill for the Interstate will not complete the system as presently designated. However, we are committed to the completion of the Interstate System and at a later date we will seek the needed additional authorizations.

Under our bill we would make Interstate apportionments for fiscal years 1972, 1973, and 1974 using the 1970 cost estimate which we transmitted to the Congress on April 20.

Our bill would also extend the time for completion of the Interstate System for two years necessitating a final cost estimate in 1973 for making apportionments for 1975 and 1976.

The authorization levels we have requested for the ABC of \$1.1 billion for each of the fiscal years 1972 and 1973 are the same amounts authorized for 1970 and 1971. For the TOPICS program we are requesting \$200 million for each of the fiscal years 1972 and 1973 which is the same as authorized for fiscal years 1970 and 1971. Our bill would authorize \$33 million for forest highways for each of the fiscal years 1972 and 1973 which is the same as the authorizations for the fiscal years 1970 and 1971. For public lands highways, we are requesting \$16 million for each of the fiscal years 1972 and 1973, the same as authorized for 1970 and 1971. These authorizations for forest highways and public lands highways would come out of the Highway Trust Fund rather than from the General Fund of the Treasury as has been the practice in the past. Also included in our bill are authorizations for other public domain highway programs administered by the Departments of Agriculture and the Interior. The bill would provide \$125 million for Federal-aid primary and secondary systems, exclusive of their extensions in urban areas, for each of the fiscal years 1972 and 1973. These authorizations are the same as those for 1970 and 1971. Seventy million dollars would be authorized for carrying out highway safety research and development for 1972 and \$115 million for 1973. This compares with authorizations of \$30 million for 1970 and \$37.5 million for 1971.

Also, we are seeking amendment of the TOPICS program authorized by the 1968 Act so that fringe parking facilities will be an eligible part of a TOPICS project.

Further, we propose that the U.S. be authorized to cooperate with Panama and Colombia in the construction of 250 miles of highway located in those countries. This section of highway is known as the Darien Gap; its completion would connect the Inter-American Highway with the Pan American Highway.

The draft legislation would also amend the Highway Beautification Act of 1965. We feel that the beautification program will continue to make a great contribution to the Nation's environment by enhancing the visual quality of our highways. The beauty act would be amended to provide a one percent penalty for the first year of noncompliance with the outdoor advertising control provisions and an additional one percent for each year of continued noncompliance up to ten percent; the control area would be extended to the limits of visibility; sign removals covered by mandatory just compensation would be based on a schedule determined by agreement with the Secretary and a State, consistent with the availability of Federal funds. The bill requires all signs to be removed within or by the end of 5 years after they become nonconforming; directional and official sign categories would be broadened; and just compensation provisions would

extend to the effective date of a State compliance law and would cover signs beyond 660 feet from the Interstate or primary highway right-of-way. Demonstration projects would be authorized with one or more States to determine the best means of implementing these control provisions.

The junkyard provisions of the beauty act would be amended with regard to the penalty and the dates upon which it would become applicable; screening would be required within 5 years for all lawfully existing junkyards and controlled areas would be extended to the limits of visibility. The junkyard removal provisions would be consistent with those relating to sign removal.

The bill would permit Federal participation in State costs to cover removal, relocation and disposal of junkyards in addition to screening costs. Just compensation would be extended consistent with the applicable provisions relating to signs.

The landscaping and scenic enhancement provisions of the beauty act would be amended to include the cost of developing publicly owned and controlled information center buildings.

Authorizations would be provided out of the Highway Trust Fund for carrying out the highway beauty provisions. In the past these authorizations came from the General Fund of the Treasury. We are requesting authorizations for billboard control of \$27 million for 1971, \$20.5 million for 1972, and \$50 million for 1973. This compares with authorizations of \$20 million for each of the fiscal years 1966, 1967 and \$2 million in 1970. Authorizations are requested for junkyard control in the amount of \$3 million for each of the fiscal years 1971 and 1972 and \$5 million for 1973. Twenty million dollars was authorized for such programs for each of the fiscal years 1966 and 1967 and \$3 million in 1970. The legislation would provide authorizations for landscaping and scenic enhancement of \$1.5 million for fiscal year 1972 and \$10 million for fiscal year 1973.

Title II of the bill would establish a new Federal Traffic Safety Administration to administer certain of the functions now under the National Highway Safety Bureau, in addition to certain amendments of the Highway Safety Act of 1966 which will be discussed by the Director of the National Highway Bureau.

This concludes my testimony on the Federal-Aid Highway Act of 1970. I thank you for the opportunity to inform the Committee of the progress and future plans of the Federal-aid highway program.

# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

STATUS OF IMPROVEMENT AS OF MARCH 31, 1970



- COMPLETED OR IMPROVED AND OPEN TO TRAFFIC**  
Completed to full or acceptable standards, or improved to standards  
 Adequate for present traffic, but with interstate or other public funds
- - - MAJOR TOLL ROADS**  
Incorporated in the Interstate System
- · · · UNDER CONSTRUCTION**
- PRELIMINARY STATUS OR NOT YET IN PROGRESS**  
The preparation and right-of-way acquisition completed by orderway on March 31, 1970

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION  
 BUREAU OF PUBLIC ROADS

Scale of 1:250,000 does not permit showing of status  
 of urban areas and for many short sections

Preliminary Status or Not Yet in Progress 1,747 Miles	Engineering and Right-of-Way in Progress 5,997 Miles	Under Construction 4,850 Miles	Open to Traffic 29,906 Miles
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34,756 Miles

**INTERSTATE**

**TOTAL**

**42,500**

**MILES**

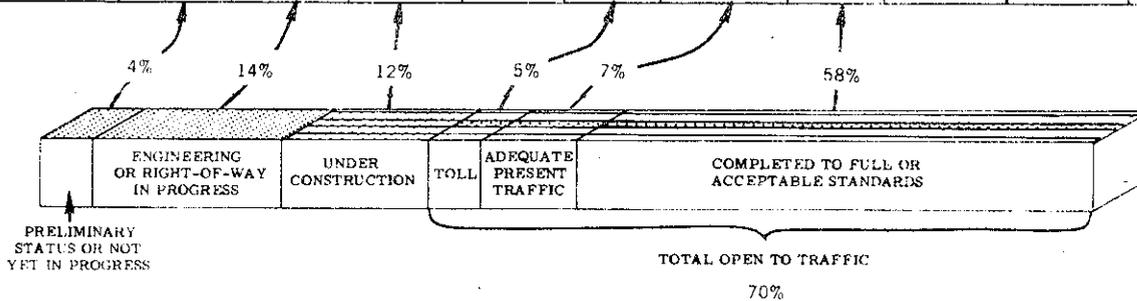
Exhibit 1-1

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1970

TABLE I

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	20.50	179.51	125.80	305.31	-	223.00	350.20	573.20	899.01	ALABAMA
ARIZONA	5.25	129.59	196.37	325.96	-	209.42	631.59	841.01	1,172.22	ARIZONA
ARKANSAS	-	12.19	68.34	80.53	-	40.03	398.38	438.41	518.94	ARKANSAS
CALIFORNIA	21.00	267.50	359.00	626.50	10.20	295.90	1,429.60	1,631.70	2,281.20 2/	CALIFORNIA
COLORADO	132.92	92.72	66.59	159.31	-	83.70	600.64	684.34	976.57	COLORADO
CONNECTICUT	52.00	23.08	11.20	34.28	16.40	47.37	197.50	261.27	347.55	CONNECTICUT
DELAWARE	-	9.40	2.07	11.47	24.30	0.99	13.92	29.14	40.61	DELAWARE
FLORIDA	241.61	274.33	103.29	376.62	56.45	-	722.66	779.11	1,197.44	FLORIDA
GEORGIA	34.70	232.80	156.51	389.31	-	2.32	719.25	721.57	1,149.58	GEORGIA
HAWAII	9.20	21.93	4.72	25.65	-	1.57	15.44	17.00	51.85	HAWAII
IDAHO	-	109.94	42.55	142.49	-	120.11	349.03	469.14	611.63	IDAHO
ILLINOIS	85.82	248.94	202.40	451.34	155.66	148.05	884.39	1,188.10	1,725.26	ILLINOIS
INDIANA	14.30	124.72	134.81	259.53	156.90	-	698.69	855.59	1,129.42	INDIANA
IOWA	57.54	89.37	113.80	203.77	3.57	-	515.47	520.04	781.35	IOWA
KANSAS	20.90	57.70	69.70	127.40	185.90	-	487.60	673.50	821.80	KANSAS
KENTUCKY	-	131.00	32.58	163.58	39.20	16.80	518.19	574.19	737.77	KENTUCKY
LOUISIANA	40.91	164.48	182.83	447.31	-	5.37	324.45	329.82	718.04	LOUISIANA
MAINE	1.75	30.12	5.04	35.16	57.70	-	99.16	275.31	312.22	MAINE
MARYLAND	24.92	7.16	23.71	30.87	53.04	-	176.44	304.07	359.81	MARYLAND
MASSACHUSETTS	24.57	26.41	10.42	36.83	134.41	24.33	252.98	411.72	473.12	MASSACHUSETTS
MICHIGAN	41.00	146.95	58.09	205.04	4.77	42.96	881.00	928.73	1,174.77	MICHIGAN
MINNESOTA	5.31	241.29	210.80	452.09	-	31.24	422.51	453.75	914.15	MINNESOTA
MISSISSIPPI	3.00	29.70	140.10	169.80	-	18.40	490.10	508.50	681.30	MISSISSIPPI
MISSOURI	27.60	157.60	112.40	270.00	0.30	149.70	699.30	849.30	1,146.50	MISSOURI
MONTANA	3.00	386.61	181.67	568.28	-	297.65	320.07	617.72	1,180.00	MONTANA
NEBRASKA	3.07	56.66	11.21	87.87	0.22	13.58	375.85	389.65	480.59	NEBRASKA
NEVADA	-	115.94	14.24	130.18	-	5.34	399.04	404.38	534.56	NEVADA
NEW HAMPSHIRE	7.56	21.56	12.92	34.48	21.02	14.93	136.25	172.20	214.24	NEW HAMPSHIRE
NEW JERSEY	19.90	131.40	69.60	171.00	45.70	25.70	122.70	194.10	385.00 1/	NEW JERSEY
NEW MEXICO	37.49	121.03	89.59	210.62	-	60.14	690.94	751.08	999.19	NEW MEXICO
NEW YORK	136.47	34.15	60.84	94.99	490.38	59.70	564.91	1,114.99	1,346.15	NEW YORK
NORTH CAROLINA	51.61	183.16	121.54	303.70	-	16.75	466.75	483.50	838.61	NORTH CAROLINA
NORTH DAKOTA	49.00	28.96	78.05	107.01	-	51.94	163.86	415.80	571.61	NORTH DAKOTA
OHIO	9.80	139.97	107.76	247.73	206.20	53.89	1,017.49	1,277.58	1,535.11	OHIO
OKLAHOMA	1.41	49.29	107.15	156.44	174.04	23.93	453.52	627.49	809.34	OKLAHOMA
OREGON	24.73	54.90	12.62	67.32	-	111.16	531.52	642.68	734.93	OREGON
PENNSYLVANIA	41.96	24.16	172.85	257.01	360.18	8.35	908.61	1,277.14	1,576.11	PENNSYLVANIA
RHODE ISLAND	26.50	6.51	8.57	15.08	-	13.61	44.60	58.61	100.19	RHODE ISLAND
SOUTH CAROLINA	63.02	50.86	185.93	236.72	-	8.17	448.94	457.11	756.92	SOUTH CAROLINA
SOUTH DAKOTA	-	126.16	107.22	233.38	-	37.53	408.27	445.85	679.23	SOUTH DAKOTA
TENNESSEE	7.50	214.60	126.60	341.20	-	85.30	611.10	696.40	1,045.10	TENNESSEE
TEXAS	110.61	459.88	337.78	797.66	-	277.44	1,924.29	2,261.71	3,170.00	TEXAS
UTAH	0.42	354.03	177.99	532.02	-	11.58	31.16	394.74	936.18	UTAH
VERMONT	-	88.44	49.26	137.70	-	4.4	178.23	182.64	320.30	VERMONT
VIRGINIA	9.72	182.91	165.82	348.73	77.60	41.65	631.00	712.25	1,070.70	VIRGINIA
WASHINGTON	42.08	133.56	27.75	161.31	-	176.30	383.43	559.72	763.11	WASHINGTON
WEST VIRGINIA	30.32	129.36	73.62	202.96	87.10	0.40	191.06	278.46	511.75	WEST VIRGINIA
WISCONSIN	105.07	1.73	0.19	1.92	-	24.71	451.35	455.76	562.75	WISCONSIN
WYOMING	70.39	55.41	105.96	161.39	-	26.59	655.27	681.86	911.64	WYOMING
DISTRICT OF COLUMBIA	9.91	7.32	2.29	9.61	-	2.92	7.15	10.07	29.59	DISTRICT OF COLUMBIA
Puerto Rico	2.91 4/	-	-	-	-	-	-	-	2.91 4/	Puerto Rico
TOTAL	1,747.24	5,996.65	4,850.14	10,846.79	2,311.24	3,088.74	24,504.99	29,905.97	42,500.00	TOTAL



1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.  
 2/ Excludes 7.00 miles chargeable to the Howard-Cramer Act of the total 27.20 mile Century Freeway (I-105) which was added to the system under that Act.  
 3/ Excludes 27.40 miles chargeable to the Howard-Cramer Act of the total 34.40 mile Trenton-Asbury Park Spur (I-195) which was added to the system under that Act.  
 4/ Consists of mileage which has not been assigned to any specific route and is a reserve for final measurement of the system.

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS  
ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF MARCH 31, 1970

(MILLIONS OF DOLLARS)

TABLE 11

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$147.1	\$132.3	\$127.2	\$108.2	\$274.3	\$240.5	\$440.1	\$388.9	\$54.1	\$47.0	\$494.2	\$435.9
ALASKA												
ARIZONA	45.4	59.7	36.8	34.8	100.1	94.5	381.4	352.9	52.3	46.7	433.7	401.6
ARKANSAS	57.6	51.7	17.0	15.5	74.6	67.0	290.7	259.0	34.5	29.5	325.2	288.5
CALIFORNIA	779.7	634.4	555.5	477.9	1,265.2	1,112.3	1,938.3	1,693.1	597.3	491.6	2,535.6	2,184.7
CONNECTICUT	1.9.3	95.4	32.2	29.4	141.5	124.8	310.2	276.0	38.4	33.0	348.6	309.0
DELAWARE	56.1	47.5	83.5	73.5	139.6	121.0	381.7	321.6	94.5	83.9	476.2	405.5
FLORIDA	5.1	4.4	32.2	28.1	37.2	32.5	80.9	71.6	1.4	1.1	82.3	72.7
GEORGIA	95.	85.1	38.4	34.8	133.4	119.8	500.6	440.4	163.0	140.8	663.6	581.2
HAWAII	181.1	143.2	54.3	48.8	235.4	211.8	465.3	411.6	79.4	70.7	544.7	482.3
IDAH0	94.4	82.1	40.1	35.7	134.5	117.8	32.7	28.7	24.8	22.3	57.5	51.0
ILLINOIS	57.9	47.1	13.5	12.5	64.4	59.6	158.8	144.7	22.3	19.2	181.1	163.9
INDIANA	285.5	253.7	54.5	52.1	344.0	305.1	1,432.0	1,239.0	310.5	271.7	1,742.5	1,510.7
IOWA	162.2	146.0	26.9	24.7	189.1	170.2	628.6	561.5	157.6	141.7	786.1	703.2
KANSAS	92.5	83.1	8.7	7.8	111.2	97.9	368.0	327.0	54.1	47.1	422.1	374.1
KENTUCKY	55.5	49.3	23.4	21.1	78.9	70.4	261.7	230.8	42.2	37.4	303.9	268.2
LOUISIANA	71.1	61.5	78.2	71.2	149.3	131.7	569.4	508.2	72.8	60.8	642.2	569.0
MAINE	251.6	226.1	159.8	143.0	411.4	369.1	570.8	507.7	44.0	39.6	614.8	547.3
MARYLAND	27.5	26.1	12.9	11.4	42.4	37.5	157.1	139.0	12.8	11.1	169.9	150.1
MASSACHUSETTS	98.3	86.3	72.1	64.9	170.4	151.2	327.6	281.6	57.6	50.8	385.2	332.4
MICHIGAN	193.1	175.3	136.7	114.8	329.1	285.6	521.2	457.1	128.9	113.6	650.1	570.7
MINNESOTA	221.1	176.6	265.3	183.5	406.4	363.1	832.0	709.5	236.7	202.8	1,068.7	912.3
MISSISSIPPI	226.5	215.0	63.4	58.0	121.4	109.9	462.3	416.0	169.8	149.7	632.1	565.7
MISSOURI	113.3	99.5	38.4	34.7	152.1	134.2	337.8	302.0	20.9	17.8	358.7	319.8
MONTANA	184.7	165.3	75.9	67.8	260.6	233.1	592.3	530.0	171.2	152.1	763.3	682.1
NEBRASKA	111.7	111.1	35.1	32.1	146.1	133.2	257.7	234.1	34.4	30.8	292.1	264.9
NEVADA	47.4	42.5	19.5	17.9	67.3	60.1	178.5	159.4	36.2	32.0	214.7	191.4
NEW HAMPSHIRE	28.8	25.9	57.4	47.8	104.4	78.4	144.9	134.9	10.6	9.5	155.5	144.4
NEW JERSEY	35.5	31.5	5.8	5.2	41.3	36.7	149.7	130.8	18.0	13.8	165.7	144.6
NEW MEXICO	292.7	219.2	171.3	169.0	441.0	388.2	456.6	404.0	95.8	86.4	556.4	490.4
NEW YORK	53.7	49.1	17.8	16.3	70.8	65.4	323.7	297.7	41.2	36.8	364.9	334.5
NORTH CAROLINA	476.6	416.4	157.2	131.9	626.8	548.3	1,314.1	1,127.3	238.0	199.5	1,552.1	1,322.8
NORTH DAKOTA	95.1	85.5	52.1	46.9	147.2	132.4	285.9	250.9	26.1	22.7	312.0	273.6
OHIO	34.4	31.2	6.0	5.3	40.4	36.3	171.4	154.9	11.4	10.0	182.8	164.9
OKLAHOMA	368.5	320.5	59.5	52.1	428.0	372.6	1,307.9	1,149.2	609.0	533.6	1,907.9	1,682.8
OREGON	77.9	69.0	69.6	62.6	147.5	131.6	306.4	269.4	18.0	15.6	324.4	285.0
PENNSYLVANIA	152.3	139.1	45.3	41.7	197.6	180.8	420.3	367.9	71.3	64.2	491.6	432.1
RHODE ISLAND	46.3	44.5	249.4	222.2	709.7	628.7	982.1	864.5	207.5	177.4	1,189.6	1,041.9
SOUTH CAROLINA	44.5	39.1	13.7	12.0	58.2	51.1	88.5	76.1	54.6	47.3	143.1	123.5
SOUTH DAKOTA	172.6	91.9	6.7	6.3	109.3	97.9	274.1	200.2	35.8	31.5	259.9	231.7
TENNESSEE	47.5	43.2	6.4	5.8	53.9	49.1	225.7	202.9	19.9	14.2	241.6	217.1
TEXAS	149.8	134.5	116.0	104.1	265.8	238.6	601.9	540.7	128.1	111.7	730.0	652.4
UTAH	376.7	333.7	9.2	8.3	385.2	342.0	1,247.4	1,105.5	347.6	312.7	1,595.0	1,418.2
VERMONT	93.1	87.9	56.5	53.6	149.6	141.5	292.5	273.9	40.2	36.5	332.7	310.4
VIRGINIA	44.8	40.3	9.8	8.9	54.6	49.2	213.9	190.4	22.2	18.5	236.1	208.9
WASHINGTON	231.2	208.5	119.3	107.5	350.5	316.0	750.4	668.0	126.1	111.9	876.5	778.9
WEST VIRGINIA	178.8	98.6	83.3	75.6	192.1	174.2	545.4	475.5	124.7	110.6	670.1	586.1
WISCONSIN	253.7	228.2	107.9	97.3	361.6	325.5	292.6	262.0	47.6	41.7	340.2	303.7
WYOMING	12.0	10.8	25.1	21.4	37.1	32.2	343.3	306.0	73.6	64.8	416.9	370.8
DIST. OF COL.	36.6	33.7	11.2	10.4	47.8	44.1	293.3	269.9	13.9	12.3	307.2	282.2
PUEERTO RICO	128.8	100.5	77.9	69.5	206.7	170.0	136.8	120.3	47.2	41.3	184.0	161.6
TOTAL	7,356.8	6,839.4	3,597.4	3,195.3	8,954.2	8,734.7	3,596.6	3,084.3	5,129.2	4,471.8	8,725.8	8,130.1

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH PRIMARY, SECONDARY AND URBAN FUNDS

AS OF MARCH 31, 1970

(MILLIONS OF DOLLARS)

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED								PROJECTS COMPLETED JULY 1, 1956 TO DATE							
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL			CONSTRUCTION			ENGINEERING AND ROW		TOTAL		
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS		
ALABAMA	461.9	432.2	264.2	425.6	412.9	897.5	845.1	843.4	816.7	7,388.2	38.6	18.9	471.6	235.1		
ALASKA	34.9	51.2	233.2	24.9	23.2	79.4	74.4	318.7	216.8	2,468.2	49.2	46.3	367.9	341.9		
ARIZONA	24.3	16.5	79.9	6.6	4.5	24.9	17.0	231.0	295.6	1,890.9	4.5	3.0	235.5	163.3		
ARKANSAS	65.8	32.3	342.4	15.9	7.4	82.3	40.1	308.4	153.9	5,112.2	18.6	9.3	327.0	162.9		
CALIFORNIA	257.6	155.7	277.4	11.0	7.1	278.6	162.8	1,326.4	699.3	3,492.2	7.7	4.5	1,314.1	693.8		
COLORADO	15.2	11.1	113.4	16.8	9.7	36.6	20.8	317.3	171.5	3,582.8	40.3	21.8	357.6	193.3		
CONNECTICUT	34.7	18.1	16.2	13.7	6.9	48.4	25.0	195.8	95.3	251.0	30.6	14.7	226.4	110.2		
DELAWARE	13.7	7.4	34.5	9.4	5.0	23.1	12.4	81.1	99.5	494.2	6.8	3.4	87.9	42.9		
FLORIDA	97.8	49.3	212.7	12.3	6.3	110.1	59.6	419.7	215.7	1,435.2	7.4	3.6	478.1	223.3		
GEORGIA	112.6	57.5	585.8	35.7	17.5	147.5	454.8	454.8	225.1	9,558.8	55.2	27.3	510.0	252.4		
HAWAII	15.9	6.7	31.3	11.7	5.6	26.6	13.6	64.0	31.5	134.9	10.5	7.5	80.5	39.7		
IDAHO	35.0	26.0	246.1	11.2	6.9	46.2	31.7	152.4	97.8	2,267.1	14.5	8.1	168.9	105.6		
ILLINOIS	167.3	84.5	458.0	7.9	4.7	175.2	88.5	1,035.2	539.1	7,870.4	52.9	26.1	1,038.1	556.2		
INDIANA	98.9	24.5	71.3	13.7	6.5	61.8	31.0	590.5	282.5	3,468.4	72.1	34.3	622.8	316.8		
IOWA	94.0	49.3	1,638.5	1.7	1.2	99.7	51.0	401.0	226.9	11,003.5	13.0	6.8	451.1	231.4		
KANSAS	85.7	43.0	824.2	5.9	3.7	91.6	46.0	439.6	219.7	13,247.9	35.7	17.9	475.3	237.6		
KENTUCKY	48.2	23.1	83.4	41.3	22.9	49.5	44.0	332.7	167.5	2,381.5	55.3	26.9	388.0	194.4		
LOUISIANA	63.6	32.1	146.3	26.4	13.2	90.7	45.3	371.5	191.0	2,814.7	20.0	9.9	391.5	190.9		
MAINE	19.7	9.8	58.7	4.6	2.3	24.3	12.1	155.9	77.1	957.0	20.6	9.4	176.5	86.7		
MARYLAND	46.2	22.9	103.7	11.9	6.0	53.1	28.9	248.4	122.8	1,439.0	5.6	2.8	254.0	125.6		
MASSACHUSETTS	85.9	44.2	67.8	65.1	25.7	125.9	64.4	329.2	165.1	487.2	96.9	24.7	436.1	190.8		
MICHIGAN	125.4	65.0	494.8	47.7	23.9	122.4	89.4	192.3	380.4	9,180.9	42.3	20.9	834.6	406.4		
MINNESOTA	138.5	97.1	1,204.0	2.9	1.5	110.9	52.2	537.6	272.4	14,801.1	20.4	10.3	559.0	282.7		
MISSISSIPPI	68.1	23.1	506.7	25.2	15.2	68.3	33.3	337.7	165.5	7,501.4	28.9	14.5	366.6	180.0		
MISSOURI	120.6	51.6	225.4	32.9	18.0	133.7	68.6	518.5	264.1	9,819.3	99.9	48.4	613.4	312.2		
MONTANA	27.3	17.9	186.7	15.7	6.4	38.4	24.3	251.6	174.5	4,617.7	31.2	17.4	322.8	151.9		
NEBRASKA	43.8	23.4	520.0	6.5	3.2	36.4	26.6	361.4	185.3	7,929.7	32.4	16.2	393.8	201.3		
NEVADA	17.6	15.2	70.8	9.2	8.2	26.8	23.4	114.4	97.6	1,796.1	13.4	11.0	127.8	108.6		
NEW HAMPSHIRE	18.7	8.8	26.5	1.5	0.5	20.2	9.3	107.0	52.9	442.5	3.7	1.8	110.7	54.7		
NEW JERSEY	116.3	57.4	42.5	12.1	48.9	218.4	99.3	320.3	159.3	518.7	37.0	18.5	357.1	177.8		
NEW MEXICO	22.1	15.4	136.8	4.8	3.2	26.9	18.3	222.4	148.4	2,415.4	23.0	11.8	242.4	147.2		
NEW YORK	349.1	154.9	188.7	4.9	2.3	353.6	157.2	1,649.1	765.4	3,448.0	25.0	12.0	1,674.1	777.4		
NORTH CAROLINA	120.1	49.3	222.8	61.7	30.8	151.8	60.1	453.5	225.9	4,885.3	67.4	33.4	520.9	259.3		
NORTH DAKOTA	26.5	13.8	175.7	7.7	3.9	28.2	14.7	255.0	129.7	13,819.4	14.2	7.2	269.2	136.9		
OHIO	159.2	79.3	171.1	2.9	1.5	162.8	80.8	580.9	440.2	2,775.3	128.8	63.9	979.7	504.1		
OKLAHOMA	66.2	31.7	340.4	6.8	4.4	75.0	36.1	447.9	273.1	6,311.7	24.5	6.9	462.4	230.0		
OREGON	32.4	20.1	46.1	4.6	2.9	37.0	23.0	286.0	164.2	2,162.9	21.8	12.8	367.8	177.3		
PENNSYLVANIA	378.5	179.4	256.5	34.3	18.2	414.7	197.6	811.5	419.3	2,043.5	94.5	43.1	946.0	462.4		
RHODE ISLAND	16.4	8.0	14.8	6.6	3.3	25.0	12.3	96.1	47.5	239.4	30.3	14.9	126.4	62.4		
SOUTH CAROLINA	60.8	29.6	729.6	1.7	0.8	61.8	29.6	272.2	137.2	7,233.9	21.0	10.6	293.2	147.8		
SOUTH DAKOTA	26.2	15.3	397.2	1.8	1.0	28.0	16.3	271.5	140.9	9,544.9	4.3	2.5	275.8	151.4		
TENNESSEE	41.9	23.4	218.8	21.3	10.6	63.2	31.0	427.4	214.8	7,249.3	52.9	24.8	480.3	239.6		
TEXAS	231.3	124.2	943.9	1.5	0.7	237.8	124.5	1,391.8	715.6	19,132.8	4.8	2.6	1,396.6	718.2		
UTAH	19.9	15.1	137.2	9.7	7.5	29.6	22.6	151.6	107.9	1,491.6	11.3	7.4	162.9	115.3		
VERMONT	17.2	8.7	33.7	2.5	1.0	20.0	10.1	90.7	45.3	519.1	13.4	6.1	104.1	51.4		
VIRGINIA	76.7	39.6	182.0	6.8	3.4	33.5	43.0	460.7	223.7	3,838.9	50.8	24.3	511.5	248.0		
WASHINGTON	32.3	16.6	103.1	12.3	6.5	44.6	25.1	372.1	182.5	3,910.5	18.9	9.8	391.0	192.3		
WEST VIRGINIA	76.8	38.7	51.7	32.6	11.7	99.4	50.4	167.5	83.9	1,098.2	41.5	20.7	209.0	124.6		
WISCONSIN	64.5	31.9	320.3	25.9	12.9	90.4	44.8	504.9	251.2	6,690.1	57.2	28.2	562.1	279.4		
WYOMING	15.0	11.0	134.1	3.4	2.4	17.4	13.4	178.4	118.4	2,497.7	7.8	5.1	164.6	121.5		
DIST. OF COL.	19.9	11.8	9.1	2.7	1.5	21.9	13.3	99.3	53.2	30.9	12.8	6.0	117.1	59.2		
PUERTO RICO	34.7	17.1	36.2	1.8	0.9	36.5	18.0	152.0	68.4	316.7	27.9	11.3	179.9	79.7		
TOTAL	3,947.7	2,037.4	14,857.7	816.3	436.7	4,765.7	2,474.1	21,297.9	11,031.5	237,943.3	1,712.2	849.5	23,010.1	11,891.7		

## APPORTIONMENT OF FEDERAL-AID HIGHWAY FUNDS AUTHORIZED

FOR THE FISCAL YEAR 1971

TABLE 1

STATE	INTERSTATE (\$4,000,000,000)	ABC (\$1,100,000,000)	RURAL (\$125,000,000)	TOPICS (\$200,000,000)	TOTAL (\$5,425,000,000)
Alabama	\$ 74,558,400	\$ 20,529,431	\$ 2,566,233	\$ 2,675,042	\$ 100,329,106
Alaska	-	44,172,691	6,694,738	130,644	50,998,073
Arizona	59,270,400	13,673,863	1,770,264	1,487,521	76,202,048
Arkansas	24,264,800	14,568,142	1,991,117	1,084,239	41,908,298
California	353,819,200	64,623,395	5,335,238	21,539,450	445,317,283
Colorado	54,723,200	16,914,881	2,151,061	2,025,878	75,815,020
Connecticut	70,677,600	10,194,033	896,956	3,133,569	84,902,158
Delaware	9,604,000	4,670,607	612,500	456,805	15,343,912
Florida	67,228,000	23,007,168	2,333,070	5,595,132	98,163,370
Georgia	77,655,200	24,443,214	3,047,261	3,224,361	108,370,036
Hawaii	51,626,400	5,058,027	612,500	738,565	58,035,492
Idaho	28,184,800	10,006,160	1,435,070	420,604	40,046,634
Illinois	216,031,200	45,569,155	4,266,253	12,777,302	278,643,910
Indiana	76,322,400	24,280,801	2,763,328	4,464,898	107,831,427
Iowa	39,984,000	22,245,196	2,941,675	2,127,125	67,297,996
Kansas	31,908,800	21,432,422	2,854,150	1,952,492	58,147,864
Kentucky	66,836,000	17,656,924	2,273,127	1,926,481	88,752,532
Louisiana	94,707,200	17,311,734	1,984,555	3,114,578	117,118,067
Maine	26,695,200	7,221,030	958,140	675,251	35,549,621
Maryland	78,674,400	12,358,670	1,129,514	3,598,050	95,760,634
Massachusetts	98,666,400	18,183,121	1,332,986	6,866,352	125,048,859
Michigan	160,641,600	36,499,435	3,670,385	9,023,869	209,835,289
Minnesota	86,200,800	26,011,956	3,277,704	3,262,159	118,752,619
Mississippi	40,611,200	16,044,091	2,193,331	1,168,608	60,022,230
Missouri	75,930,400	28,466,790	3,469,103	4,421,772	112,228,065
Montana	74,323,200	15,911,437	2,326,390	455,523	93,016,550
Nebraska	16,385,600	16,581,973	2,284,066	1,147,467	36,399,106
Nevada	24,264,800	9,631,097	1,402,945	300,198	35,599,040
New Hampshire	21,912,800	4,766,232	612,500	526,350	27,817,882
New Jersey	109,995,200	20,734,604	1,369,386	8,549,981	140,649,171
New Mexico	40,689,600	14,014,110	1,931,834	961,961	57,597,505
New York	188,003,200	62,782,059	4,767,179	22,917,956	278,470,394
North Carolina	51,077,600	25,529,297	3,341,604	2,610,040	82,558,541
North Dakota	23,559,200	11,577,414	1,689,027	349,566	37,175,207
Ohio	167,815,200	41,689,986	3,996,608	11,244,645	224,746,439
Oklahoma	29,596,000	19,852,817	2,563,123	2,194,949	54,206,889
Oregon	84,162,400	15,323,162	1,984,934	1,662,496	103,132,992
Pennsylvania	198,273,600	46,066,859	4,366,524	12,664,382	261,371,365
Rhode Island	20,305,600	5,687,551	612,500	1,196,401	27,802,052
South Carolina	42,492,800	13,760,074	1,797,214	1,425,082	59,475,170
South Dakota	22,736,000	12,293,871	1,795,524	361,771	37,187,166
Tennessee	95,412,800	21,613,830	2,698,087	2,834,477	122,559,194
Texas	192,746,400	63,897,543	7,414,841	11,058,518	275,117,302
Utah	55,742,400	9,995,208	1,304,310	1,037,966	68,079,884
Vermont	27,479,200	4,335,568	612,500	213,140	32,640,408
Virginia	92,590,400	21,577,818	2,564,065	3,449,818	120,182,101
Washington	113,366,400	17,230,871	2,000,851	2,976,632	135,574,754
West Virginia	132,966,400	10,620,769	1,398,241	1,047,251	146,032,661
Wisconsin	34,260,800	24,714,318	2,957,551	3,849,918	65,782,587
Wyoming	23,088,800	9,681,344	1,424,311	234,787	34,429,242
Dist. of Col.	71,932,000	5,760,021	-	1,249,106	78,941,127
Puerto Rico	-	7,227,230	778,626	1,528,872	9,534,728

HIGHWAY TRUST FUND RECEIPTS  
Fiscal Year 1969

(Millions of Dollars)

Item	Tax Rate	Fiscal Year 1969	
		Amount	Percent
<b>MOTOR FUEL:</b>			
Gasoline	4 cents per gallon	\$2,962	63.17
Diesel	- do -	219	4.67
Subtotal		\$3,181	67.84
<b>VEHICLE AND AUTOMOTIVE PRODUCTS:</b>			
Trucks, buses and trailers	10 percent of manufacturers price	541	11.54
Tires	10 cents per pound for highway tires and 5 cents per pound for other tires	551	11.75
Innertubes	10 cents per pound	28	0.60
Tread rubber	5 cents per pound	30	.64
Heavy vehicle use	\$3.00 per 1,000 pounds on vehicles of over 26,000 pounds gross weight	129	2.75
Parts and accessories, trucks and buses	8 percent of manufacturer's wholesale price	94	2.00
Lubricating oils	6 cents per gallon	83	1.77
Subtotal		\$1,456	31.05
INTEREST		\$ 53	1.11
TOTAL		\$4,690	100.00

Exhibit 2-2

HIGHWAY TRUST FUND REVENUES,  
EXPENDITURES AND BALANCES

July 1, 1956 through March 31, 1970  
(Millions of dollars)

<u>Fiscal Year</u>	<u>Revenues</u>	<u>Expenditures</u>	<u>Balance at close of fiscal year</u>
1957	\$ 1,482	\$ 966	\$ 516
1958	2,044	1,511	1,049
1959	2,087	2,613	523
1960	2,536	2,940	119
1961	2,799	2,619	299
1962	2,956	2,784	471
1963	3,293	3,017	747
1964	3,539	3,645	641
1965	3,670	4,026	285
1966	3,924	3,965	244
1967	4,455	3,974	725
1968	4,428	4,171	982
1969	4,690	4,151	1,521
1970 (Thru 3/31/70)	4,154	3,373	2,302
TOTAL	\$46,057	\$43,755	2,302

# FEDERAL-AID HIGHWAY PROGRAM FISCAL YEAR 1957 THRU 1975

BILLIONS OF DOLLARS

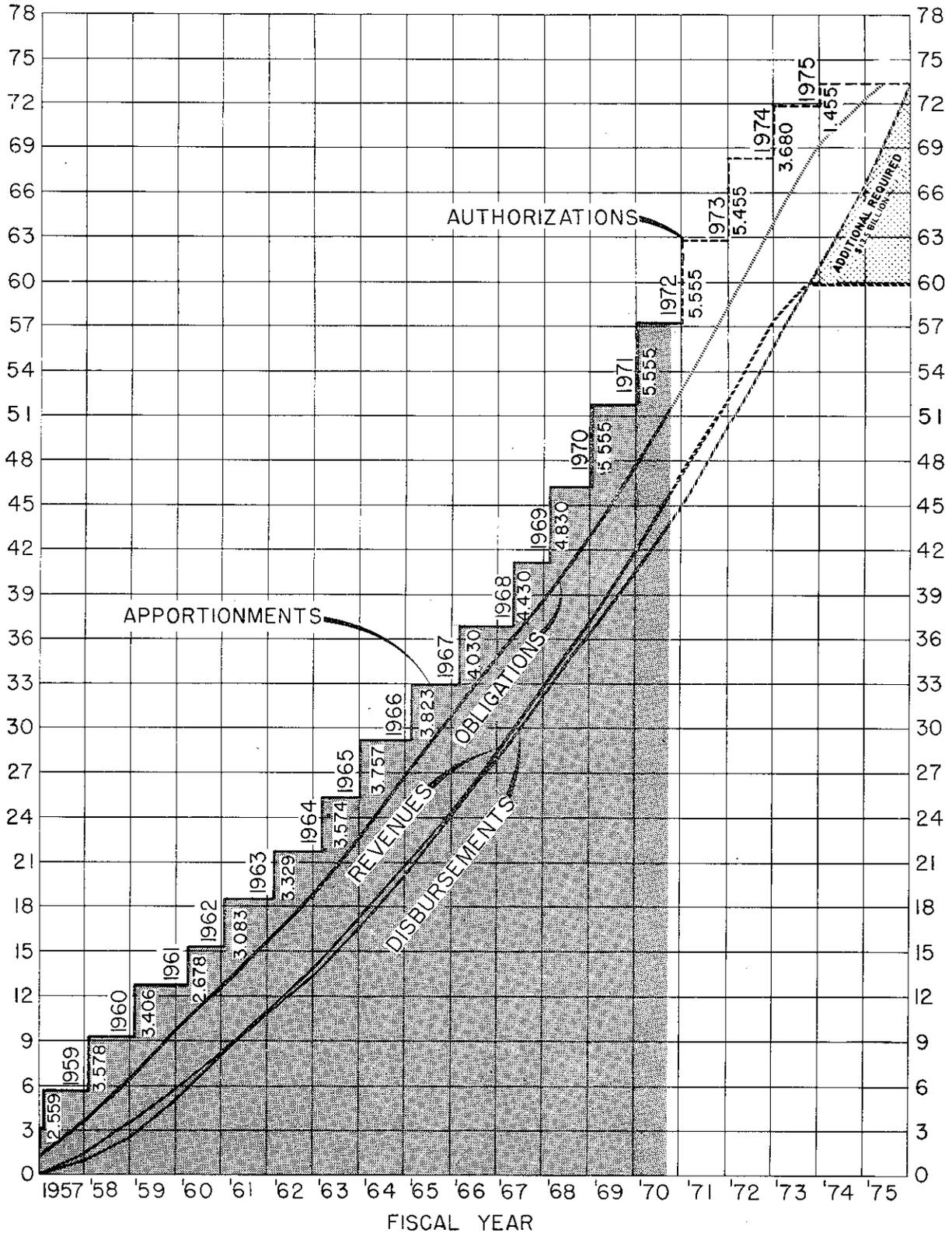


Exhibit 2-4

HIGHWAY TRUST FUND  
Federal-aid Highway Programs Financed  
(Millions of dollars)

Fiscal Year	Date Apportioned	Authorizations						Inter-state	Total	Obligations	Dis-burse-ments	Revenues		Balance
		Regular ABC	Rural		Other	Present Law	Additional Required							
			Primary	Secondary								TOPICS		
Balance 1/	6-30-56	1,633	-	-	32	315	1,980	1,160	-	-	-	-		
1957	6-29-56	125	-	-	4	1,000	1,129	2,227	966	1,482	-	516		
1958	8-1-56	850	-	-	9	1,700	2,559	2,945	1,511	2,044	-	1,049		
1959	8-1-57	875	-	-	503	2,200	3,578	3,509	2,613	2,087	-	523		
1960	8-1-58	900	-	-	6	2,500	3,406	2,610	2,940	2,536	-	110		
1961	10-8-59	874	-	-	4	1,800	2,678	3,187	2,619	2,799	-	200		
1962	8-1-60	874	-	-	9	2,200	3,083	3,034	2,784	2,956	-	471		
1963	8-17-61	925	-	-	4	2,400	3,329	3,927	3,017	3,293	-	747		
1964	9-21-62	950	-	-	24	2,600	3,574	4,165	3,645	3,539	-	541		
1965	7-8-63	975	-	-	82	2,700	3,757	4,022	4,026	3,670	-	285		
1966	8-18-64	1,000	-	-	23	2,800	3,823	4,048	3,965	3,924	-	244		
1967	8-30-65	1,000	-	-	30	3,000	4,030	3,782	3,974	4,455	-	725		
1968	10-7-66	1,000	-	-	30	3,400	4,430	4,232	4,171	4,428	-	982		
1969	8-29-67	1,000	-	-	30	3,800	4,830	4,658	4,152	4,690	-	1,521		
1970 2/	10-31-68	1,100	125	200	130	4,000	5,555	5,084	4,467	5,176	-	2,230		
1971 2/	12-15-69	1,100	125	200	130	4,000	5,555	5,555	5,268	5,361	-	2,323		
<b>Estimated:</b>														
1972 2/	7-1-70	1,100	125	200	130	4,000	5,555	5,555	5,488	5,644	-	2,479		
1973	7-1-71	1,100	125	200	30	4,000	5,455	5,515	5,402	1,808	1,115	-		
1974	7-1-72	1,100	125	200	30	2,225	3,680	3,079	5,047	-	5,047	0		
1975 3/	7-1-73	1,100	125	200	30	-	1,455	1,147	7,387	-	7,387	0		
<b>TOTAL</b>		<b>19,581</b>	<b>750</b>	<b>1,200</b>	<b>1,270</b>	<b>50,640</b>	<b>73,441</b>	<b>73,441</b>	<b>73,441</b>	<b>59,892</b> 4/	<b>13,549</b>	<b>0</b>		

1/ Unpaid balance of prior authorizations.

2/ Includes transfers to ROW Fund.

3/ Includes complete disbursement of all funds authorized for fiscal year 1975 and prior fiscal years.

4/ Revenues from present sources through September 30, 1972, the termination date of the Trust Fund.